



International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

First Meeting (ATM SG/1)
(Cairo, Egypt, 9 - 12 June 2014)

Agenda Item 5: Airspace Management Issues

OUTCOME OF THE AIDC/OLDI SEMINAR

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the ATS Interfacility Data Communication and On-Line Data Interchange (AIDC/OLDI) Seminar.

Action by the meeting is at paragraph 3.

REFERENCES

- Summary of Discussion of the AIDC/OLDI Seminar
- ASBU Document

1. INTRODUCTION

1.1 The Seminar on the Implementation of AIDC/OLDI was successfully held at the ICAO MID Regional Office, Cairo, Egypt, 3-5 March 2014. The objective of the Seminar was to assist the MID States in implementing the Aviation System Block Upgrade (ASBU) Block 0 Module-FICE to Increase Interoperability, Efficiency and Capacity through Ground-Ground Integration.

1.2 The Seminar was attended by a total of thirty one (31) participants from nine (9) States (Bahrain, Egypt, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, Sudan, and UAE), and two industry supplier (Indra and Thales).

2. DISCUSSION

2.1 The meeting may wish to recall that B0-FICE Module “Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration” as described in ASBU document shows clearly that the communication in a data link environment improves coordination between air traffic service units (ATSUs) by using AIDC/OLDI, compared to the voice coordination and the transfer of flight control.

2.2 The meeting may wish to note that the seminar addressed AIDC and OLDI implementation in different Regions. Some MID States presented their experience and plan for implementing AIDC and/or OLDI. The ATM systems (hardware and software) requirements along with the type of connection protocols were discussed in depth.

2.3 Basic set of messages in AIDC and OLDI were discussed in details and a set of messages for implementation in the MID Region was agreed for both AIDC and OLDI. The requirement for the amendment of the Letter of Agreement (LOA) was discussed and templates were presented and the Seminar highlighted what needs to be considered during the LOA amendment process.

2.4 The Seminar agreed that the assignment of focal point for AIDC/OLDI will support the implementation. Accordingly, ICAO MD Regional Office issued State Letter Ref: AN 7/34-14/155 dated 29 May 2014 requesting States to assign AIDC/OLDI Focal Points to coordinate with him/her all issues related to the AIDC/OLDI implementation, by **30 June 2014**.

2.5 The Seminar discussed the implementation plan and developed a comprehensive list of connections and systems capabilities along with detailed implementation plan as at **Appendix A** to this working paper.

2.6 The Seminar developed the following Outcomes and Recommendations :

Outcomes:

- Identified six (6) MID States that should support both (AIDC/OLDI);
- developed an updated AIDC/OLDI Implementation Plan and system capabilities;
- agreed on a minimum AIDC/OLDI set of Messages for implementation in the MID Region;
- agreed on necessary consideration for the amendment of LoA Template;
- developed High level Implementation Check list;
- agreed that State should have AIDC/OLDI Focal points;
- agreed that APAC and EUR Regional Offices support interregional implementation ; and
- agreed on the following list of Recommendations.

Recommendations:

- States to share experience on AIDC/OLDI implementation including sharing of training and implementation packages and visits to other states;
- in order to expedite implementation States are encouraged to engage in test and trials even before signing the Official LoA;
- encourage bilateral AIDC/OLDI Workshops;
- States to identify operational requirements/Scope and improvements (know what are the messages which are needed/supported by other ATSU) and develop LoA accordingly;
- engage both technical and operational experts (CNS/ATM) in the update/amendment of the LoA;
- States (ATSU) having OLDI/AIDC capability to start implementation activities and plan implementation in Q2 2015;
- CNS and ATM Sub Groups to compile the MID AIDC/OLDI Implementation Strategy document to include all references, details of messages; test activities etc.;
- States to provide updates (progress reports) on AIDC/OLDI implementation by 15 August 2014;
- ICAO MID Regional Office to create a web page depository for posting AIDC/OLDI Information etc.; and
- conduct of a follow-up Seminar in Q4 2015.

2.7 The meeting may wish to note that MIDANPIRG/14 recognized that AIDC/OLDI improves significantly the coordination between the adjacent ACCs, which will reduce the amount of coordination failures. Accordingly, the ASBU Block 0 FICE was considered as priority for implementation in the MID Region and it was included in the Draft MID Air Navigation Strategy, endorsed by MIDANPIRG/14. The target date for implementation will be discussed in a separate working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) encourage States to provide their AIDC/OLDI Focal Point;
- b) support AIDC/OLDI implementation as appropriate; and
- c) provide updates (progress reports) on AIDC/OLDI implementation by **15 August 2014**.

APPENDIX A

ATS INTER-FACILITY DATA COMMUNICATION (AIDC)/ ON-LINE DATA INTERCHANGE (OLDI) IMPLEMENTATION PLAN

Introduction:

The implementation of the AIDC/OLDI in the ICAO MID region has to be in line with the Global Plan and corresponding Module N° B0-FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground, and the Implementation target dates set in the MID Air Navigation Strategy.

Implementation high level activities are divided as follows:

2014 – 2015

- AIDC/OLDI capable ATSUs start implementation activities with a planned implementation date of Q3 2015. The activity should cover the following: Test activities, Safety assessment, Operator training, Revision of LoA, transition activities, Implementation and Post-implementation reviews.

- The ATSUs not capable of AIDC/OLDI should avail the facility of Standalone AIDC/OLDI terminals with a planned implementation date of Q1 2016, and budget full AIDC/OLDI Integration for 2015 with a planned implementation date of Q2 2017

2015-2016

The ATSUs using AIDC/OLDI in an Operational environment should assist other ATSUs to implement AIDC/OLDI. The OLDI/AIDC software is readily available therefore the ATSUs waiting for software upgrade should expect a software package by Q4 2015, On receipt of it they should start implementation activities with a planned implementation date of Q2 2016.

2017

All ATSUs are connected by Integrated OLDI/AIDC or Standalone OLDI terminals

Specific requirement:

The following States have been identified; that they need to support both AIDC/OLDI:
Egypt, Iran, Saudi Arabia, Oman, Libya, and Sudan.

EXPLANATION OF THE TABLE

Column

- 1 State/Administration – the name of the State/Administration;
- 2 Location of AIDC/OLDI end system – the location of the AIDC/OLDI end system under the supervision of State/Administration identified in column 1;
- 3 AIDC/OLDI Pair – the correspondent AIDC/OLDI end system;
Location – location of the correspondent AIDC/OLDI end system
State/Administration – the name of the State/Administration responsible for management of the correspondent AIDC end system
- 4 AIDC/OLDI standard used – Wither AIDC/OLDI and the adopted Standard for the connection between the corresponding pairs, AFTN, AFTN/AMHS or ATN;
- 5 Target Date of Implementation – date of implementation of the AIDC/OLDI end system; and
- 6 Remarks – any additional information.

Attachment A - the details on the AIDC/OLDI system and the focal point this will facilitate the implementation and contacting hat will accelerate the implementation.

A-3

State/Administration	Location of AIDC/OLDI end system	AIDC/OLDI Pair		AIDC/OLDI standard used	Target date of Implementation	Remarks
		Correspondent Location	Correspondent State/Administration			
1	2	3		4	5	6
Bahrain	Bahrain ACC	Jeddah ACC	Saudi Arabia	OLDI	Q2 2015	
	Bahrain ACC	Riyadh ACC	Saudi Arabia	OLDI	Q2 2015	
	Bahrain ACC	Dammam ACC	Saudi Arabia	OLDI	Q2 2015	
	Bahrain ACC	Doha ACC	Qatar	OLDI	Q2 2015	
	Bahrain ACC	Kuwait ACC	Kuwait	OLDI	Q2 2015	
	Bahrain ACC	Abu Dhabi ACC	UAE	OLDI	Q4 2014	
	Bahrain ACC	Tehran ACC	Iran	OLDI	TBD	
Egypt	CAIRO ACC Cairo Air Navigation Center (CANC)	Athens ACC	Greece	OLDI	Implemented	
	CAIRO ACC (CANC)	Jeddah ACC	Saudi Arabia	OLDI	Q2 2015	
	CAIRO ACC (CANC)	Khartoum ACC	Sudan	OLDI	Q4 2014	
	CAIRO ACC (CANC)	Tripoli ACC	Libya	OLDI	Q2 2015	
	CAIRO ACC (CANC)	Beirut ACC	Lebanon		Q4 2014	
	CAIRO ACC (CANC)	Benghazi ACC	Libya			
	CAIRO ACC (CANC)					

Iran	Tehran ACC	Bahrain ACC	Bahrain	OLDI	TBD	
	Tehran ACC	Abu Dhabi ACC	UAE	OLDI	TBD	
	Tehran ACC					
	Tehran ACC					
	Tehran ACC					
	Tehran ACC					
	Tehran ACC					
Iraq	Baghdad ACC	Kuwait ACC	Kuwait	OLDI	TBD	
	Baghdad ACC	Tehran ACC	Iran	OLDI	TBD	
	Baghdad ACC	Amman ACC	Jordan	OLDI	TBD	
	Baghdad ACC	Ankara ACC	Turkey	OLDI	TBD	
	Baghdad ACC			OLDI	TBD	
Jordan	Amman ACC	Jeddah ACC	Saudi Arabia	OLDI (AMHS)	Q2 2015	
	Amman ACC	Baghdad ACC	Iraq	OLDI	TBD	
	Amman ACC	Damascus ACC	Syria	OLDI	TBD	
	Amman ACC	Kuwait ACC	Kuwait	OLDI	Q2 2015	
	Amman ACC					
Kuwait	Kuwait ACC	Amman ACC	Jordan	OLDI	Q2 2015	
	Kuwait ACC	Bahrain ACC	Bahrain	OLDI	Q2 2015	
	Kuwait ACC	Riyadh ACC	Saudi Arabia	OLDI	Q2 2015	

A-5

Lebanon	Beirut ACC Rafic Hariri Intl Airport	Cyprus ACC	Cyprus	OLDI	Implemented	
	Beirut ACC Rafic Hariri Intl Airport	Damascus ACC	Syria	OLDI	TBD	
	Beirut ACC Rafic Hariri Intl Airport	Cairo ACC	Egypt	OLDI	Q4 2014	
Libya	Tripoli ACC	Tunis ACC	Tunis	OLDI/AIDC	TBD	
	Tripoli ACC	Malta ACC	Malta	OLDI/AIDC	TBD	
	Tripoli ACC	Cairo ACC	Egypt	OLDI/AIDC	TBD	
	Tripoli ACC	Khartoum ACC	Sudan	OLDI/AIDC	TBD	
	Tripoli ACC	Chad ACC	Chad	OLDI/AIDC	TBD	
	Benghazi ACC	Malta ACC	Malta	OLDI/AIDC	TBD	
	Benghazi ACC	Tripoli ACC	Libya	OLDI/AIDC	TBD	
Oman	Muscat ACC Muscat Intl AP	Abu Dhabi Sheikh Zayed AN center	UAE	OLDI	Q1 2015	
	Muscat ACC Muscat Intl AP	Jeddah ACC	Saudi Arabia	OLDI	Q2 2015	
	Muscat ACC Muscat Intl AP	Mumbai ACC	India	AIDC	Q2 2015	
	Muscat ACC Muscat Intl AP	Bahrain ACC	Bahrain	OLDI	Q2 2015	
	Muscat ACC Muscat Intl AP					
Qatar	Doha ACC	Abu Dhabi Sheikh Zayed AN center	UAE	OLDI	Implemented 2010	
	Doha ACC					
	Doha ACC					

Saudi Arabia	Riyadh ACC	Jeddah ACC	Saudi Arabia	AIDC (AFTN)	Implemented 2012	
	Riyadh ACC	Dammam ACC	Saudi Arabia	AIDC (AFTN)	Implemented 2012	
	Jeddah ACC	Cairo ACC	Egypt	OLDI	Q2 2015	
	Jeddah ACC	Amman ACC	Jordan	OLDI	Q2 2015	
	Jeddah ACC	Abu Dhabi Sheikh Zayed AN center	UAE	OLDI	Q2 2015	
	Jeddah ACC	Muscat	Oman	OLDI	Q2 2015	
	Jeddah ACC	Khartoum ACC	Sudan	OLDI	Q2 2015	
	Jeddah ACC	Sanaa ACC	Yemen	OLDI	TBD	
	Jeddah ACC					
	Jeddah ACC					
	Jeddah ACC					
Sudan	Khartoum ACC	Cairo ACC (CANC)	Egypt	AIDC/OLDI	Q3 2015	
	Khartoum ACC	Jeddah ACC	Saudi Arabia	AIDC/OLDI	Q2 2015	
	Khartoum ACC	N'Djamena ACC	Chad	AIDC (AFTN)	Implemented 2012	No Daily operations
	Khartoum ACC	Kigali ACC	Congo	AIDC (AFTN)	Implemented 2012	No Daily operations
	Khartoum ACC	Tripoli ACC	Libya	AIDC/OLDI	Q3 2015	
Syria	Damascus ACC	Beirut ACC	Lebanon			
	Damascus ACC	Cairo ACC	Egypt			
	Damascus ACC	Beirut ACC	Lebanon			
	Damascus ACC	Beirut ACC	Lebanon			
	Damascus ACC	Beirut ACC	Lebanon			

A-7

UAE	SZC Abu Dhabi	Abu Dhabi Int'l Airport	ADAC	OLDI V4.2	Implemented Apr2009	FMTP 2.0
	SZC Abu Dhabi	Dubai Int'l Airport	DANS	OLDI V4.2	Implemented Jun 2012	FMTP 2.0
	SZC Abu Dhabi	Sharjah Int'l Airport	Sharjah DCA	OLDI V4.2	Implemented Feb 2011	FMTP 2.0
	SZC Abu Dhabi	Ras al Khaimah Int'l Airport	Ras al Khaimah DCA	OLDI V4.2	Implemented Mar 2011	FMTP 2.0
	SZC Abu Dhabi	Al Ain Int'l Airport	ADAC	OLDI V4.2	Implemented Oct 2010	FMTP 2.0
	SZC Abu Dhabi	Doha ATC	Qatar CAA	OLDI V4.2	Implemented Jan 2010	FMTP 2.0
	SZC Abu Dhabi	Jeddah ACC	Saudi Arabia			
	SZC Abu Dhabi	Tehran ACC	Iran			
	SZC Abu Dhabi	Muscat ACC	Oman			
	SZC Abu Dhabi					
Yemen	Sanaa ACC	Jeddah ACC	Saudi Arabia			
	Sanaa ACC	Muscat ACC	Oman			
	Sanaa ACC	Djibouti ACC	Djibouti ACC			
	Sanaa ACC	Mogadishu ACC	Somalia			

Attachment A – Details on ATM systems to support implementation													
State	Focal point contact for AIDC/OLDI	ATM System	Protocol and Version used	Number of adjacent ATSUs	Number of adjacent ATSUs connected by AIDC/OLDI and type of connection	ATM System Capability		Current use		Planned Use		Intention of using AIDC only	Reasons and Remarks
						AIDC	OLDI	AIDC	OLDI	AIDC	OLDI		
Bahrain	Mr. Mohamed Ali Saleh masaleh@ca.gov.bh	Thales TopSky-C	OLDI 2.3 FMTP 2.0	7	None	✓	✓			✓	✓	No	OLDI to connect to neighboring ATSUs
Egypt		TopSky Thales	OLDI V2.3 AIDC V2.0	7	- 1 OLDI with Athens	✓	✓		✓	✓	✓	No	OLDI in use to connect to EUR (Athens) With Jeddah and Riyadh Q2 2015
Iran		Thales		8	None								
Iraq				5	none								
Jordan	Mr.Mohammad Al Rousan m.rousan@ca.gov.jo	Aircon 2100 Indra	OLDI 4.1 AIDC 2.0	5	none	✓	✓			✓	✓	No	Planned with Jeddah Q2 2015
Kuwait				3	none	✓	✓				✓	No	OLDI to connect to Bahrain and Riyadh
Lebanon				3	- 1 OLDI with Cyprus		✓				✓	No	OLDI in use to connect to EUR
Libya		Aircon 2000 Indra	OLDI 2.3 AIDC 2.0	7	None	✓	✓					No	Can connect with Sudan Chad and Egypt AIDC and for OLDI Tunis Malta and Egypt
Oman	Mr. Ali Al	Indra Itec	OLDI 4.1	5	none	✓	✓					No	UAE Q1 2015

	Ajmi alihassan@caa.gov.om		AIDC 2.3										Jeddah Q2 2015 Mumbai Q1 2015
Qatar	Mr. Ahmed Al Eshaq ahmed@caa.gov.qa	Selex	OLDI V4.2 FMTP 2.0 AIDC 2.0	3	1	✓	✓		✓		✓		OLDI in use with UAE and planned for use with Bahrain
Saudi Arabia		PRISMA from COMSOFT	OLDI V4.2 FMTP 2.0 AIDC xx	11	- None - AIDC Connected between Riyadh and Jeddah	✓	✓	✓		✓	✓	No	AIDC for internal and OLDI for neighboring units requests
Sudan	Mr. Abdulmonem Alshkaieh	TopSky	OLDI 4.3 AIDC 2.0	5	2	✓	✓	✓	✓	✓	✓	No	Both AIDC and OLDI to cater to neighboring units requests
Syria				5	none								
UAE	Mr. Hamad Al Belushi hbelushi@sz.ccaa.ae	PRISMA from COMSOFT	OLDI V4.2 FMTP 2.0	10	-3 two-way integrated OLDI connections -2 two-way standalone OLDI -1 one-way Standalone OLDI connection Total 6 OLDI connections		✓		✓		✓	No	OLDI already in use with 6 partners and all neighboring ATSU's are OLDI capable
Yemen				3	none								